

# Progress of WSF Planning Studies

*Presentation to the Transportation Commission*

**W. Michael Anderson**

Acting Executive Director

**Ray Deardorf**

Planning Director

**Douglas B. MacDonald**

Secretary of Transportation

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Department of Transportation**

# Update on Planning Activities

- A number of efforts are underway that will have significant bearing on defining WSDOT's and Washington State Ferries' future.
- These efforts all are related and have influence on each other's outcomes.

# Planning Efforts Underway

## Washington Transportation Plan (WTP) Update

- Official draft by September 2005, final by December 2005
- Background work and public discussions are underway

## WSF's Long Range Strategic Plan

- Draft plan completed by June 2005
- As outcomes develop, results will be incorporated into WTP

## 10-year Passenger Vision

- Due in December 2004

## Colman Dock

- Scoping process for EIS to follow WSF long range plan

## Keystone Harbor Study

- Due for completion in January 2005

# WSF Long Range Strategic Plan

Looks out 20+ years at long term service and capital needs

By 2030:

- Projected growth in overall yearly ferry ridership from 24 million in 2003 to 40 million
- Projected 40% growth in vehicles carried

Identification of additional preservation needs:

- several more vessels arrive at their 60-year mark by 2030

Will result in a sequence of service and capital investments

# WSF Long Range Strategic Plan (cont.)



## Issues by Service Area

- Anacortes-San Juan Islands-Sidney: With landside constraints in the San Juan Islands, how can capacity be effectively added? Adding more direct service from the Islands to mainland likely results in reduced frequency between the islands.
- Whidbey Island: At what point is additional capacity needed on the Port Townsend and Mukilteo routes?
- Kitsap/Central Puget Sound: How best to accommodate future cross-sound demand and what route corridor(s) should be targeted for more investment?
- South Sound: What are the issues associated with diverting some or all of the South Sound traffic to Downtown Seattle instead of Fauntleroy in West Seattle? What are the impacts on travel patterns, other routes, and redevelopment of Colman Dock?

# 10-year Passenger Vision



The 10-year passenger vision can be looked at as a first step towards the WSF long range plan.

- From 2004 legislative session proviso
- A near term (10 year) evaluation on how best to move passengers in the Central Puget Sound area
- Where best to use passenger-vehicle ferries and passenger-only ferries?
- Prioritize the evaluation of four passenger-only routes: Seattle/Clinton (Whidbey Island), Seattle/Kingston, Seattle/Southworth, and Seattle/Vashon.
- What are the options for ownership, governance, funding, and operating?
- Presentation to Commission in December prior to delivery of report to legislature.

# Colman Dock Interrelationship

The outcome of long range planning efforts have many implications and will shape the ultimate facility needs for Colman Dock

- How many passenger-only routes?
- How many passenger-vehicle ferry routes?

This drives how many slips and how large a vehicle holding area to develop

Conversely, traffic studies from the Colman Dock effort will develop additional data for the long range planning process and will provide guidance as to how many routes are feasible to bring into downtown.

- What would be needed to bring a third passenger-vehicle ferry route into downtown?
- Is it operationally feasible to bring four passenger-vehicle ferry routes into downtown?

# Keystone Harbor Interrelationship



Can a 130-car vessel be assigned to the route?

- Implications for Port Townsend route and entire system
- The outcome of the Keystone harbor study and subsequent action will determine whether or not a 130-car vessel can be assigned to the route, as planned.
- Longer term planning for the route may need to take into account a different vessel and level of service configuration
- If a 130-car vessel cannot be utilized on the route, that may affect the timing and nature of the next cycle of vessel building (after the initial four 130-car vessel construction program).